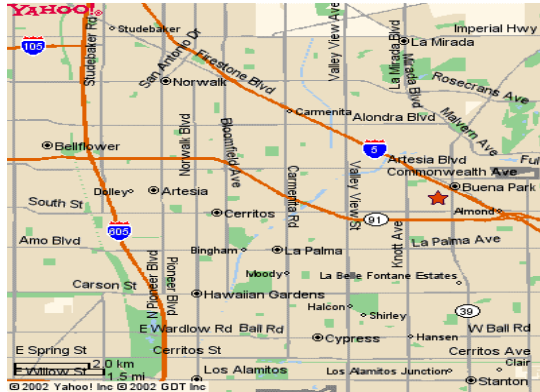


PROJECT TITLE

I-5 Far North Reconstruction and Widening Project in Buena Park

ITIP FUNDING NEED: YES; State cash



Project Location: In Orange County in the City of Buena Park

Co/Rte/KP/PM: PM 42.1 to 44.4

Project Description: Reconstruct and widen freeway, reconstruct over/under-crossings, and add HOV lane in each direction.

Project Scope: The project proposes to widen the freeway, add HOV and mix-flow lane (each direction), modify ramps and reconstruct the overcrossings and undercrossing.

Total Project Cost: \$204,766,000 for the I-5 Far North project.

Existing Funding: \$204,766,000

Project Schedule: FY 05/06

PROJECT INFORMATION

Background:

Interstate 5, from SR 91 to I-605, is a six-lane freeway. There are 18 existing structures (12 overcrossings and bridges and 6 undercrossings), all built between 1953 and 1959. From I-605 northerly to Lakewood Boulevard, I-5 is an eight-lane facility (four mixed-flow lanes in each direction) with 3.05-meter (10-foot) outside shoulders and 0.6 meter (12-feet). The profile of the freeway is generally flat with grades less than 2 percent while cross-slopes for traveled way are typically 1.5 percent in straight section. There are six major structures: the I-5/I-605 separation structure, the San Gabriel Bridge, the Lemoran Avenue Pedestrian overcrossing, and three overcrossings.

The original project was to add two HOV lanes in the median to the existing 6-lane freeway. The proposed plan is to reconstruct and widen the freeway to its ultimate 10-lane configuration (8 - mixed flow and 2 HOV lanes) plus auxiliary lanes between on and off ramps.

The plan to widen the freeway to its ultimate configuration from SR 91 in Orange County to I-605 in L. A. County has been in the planning stages for about 20 years (since the early 1980's). A Major Investment Study (MIS) was developed and completed in July 1998 under the auspices of the Joint Powers Authority (JPA) consisting of six cities along the I-5 corridor. The MIS covers a segment of the freeway from SR 91 to I-710, a distance of 17 km. In the meantime, due to funding constraints, an HOV project was initiated to provide 2 HOV lanes from SR 91 to SR 19, a distance of 11 km, to relieve some of the heavy congestion along this stretch of the freeway and in anticipation of the expected completion of the construction of the widened I-5 south of SR 91, which includes HOV lanes. The previous

governor's Traffic Congestion Relief Program (TCRP) accelerated the plan to provide funds for the ultimate configuration and because it was determined that the throwaway cost between the Interim HOV project and the Ultimate project for the segment between SR 91 and SR 19 would be over \$100 million.

Since the elimination of the TCRP, the OCTA has decided to fund more than 60% of the total project cost, over \$132,000,000. Due to the length and high dollar value of the project, it was determined to split the project into two separate segments. With OCTA taking the lead, they would consult out a portion of the project for design. OCTA's consultant would design the southern segment (Phase II) from the 5/91 Interchange north to beyond Beach Blvd. OC. Caltrans would design the remaining portion (Phase I) from just north of Beach Blvd. OC to the LA/Orange County line. In addition, OCTA would contract out the construction management and Caltrans would handle all right-of-way issues.

Project Need:

If no improvements are made in the affected section of the I-5, traffic delays caused by congestion will substantially increase by the year 2015. According to the Caltrans District System Management Plan (DSMP), by the year 2010 traffic delays during the peak periods in the Los Angeles portion of the project will increase to more than 3 hours.

Furthermore, if no improvements are made within the project limits, the northbound section of SR 91 will become a major bottleneck since the completion of District 12's I-5 HOV facility south of SR 91, consisting of one HOV lane plus four mixed-flow lanes, transitions into the existing section of three mixed-flow lanes in the area of Beach Blvd. This condition further supports the

need for improvements on I-5. The proposed project would also complete the HOV facility along the I-5 in Orange County.

Project Purpose:

The primary purpose of the proposed project is to reduce traffic congestion on I-5 between SR 91 and the LA/OC county line. This project would reduce congestion occurring subsequent to completion of improvements on I-5 south of SR 91.

This project would also constitute the ultimate improvements on I-5 in District 12 and complete the HOV facility for Orange County along I-5.

Also, this project is to improve movement of goods and people along the north and south on I-5, which is a major interregional goods movement corridor.